

**OROVILLE FACILITIES RELICENSING
RECREATION & SOCIOECONOMICS WORK GROUP
RECOMMENDATIONS TO THE
RECREATION & SOCIOECONOMICS WORK GROUP**

October 25, 2001

BACKGROUND

The Interim Recreation Projects Task Force was formed at the request of the Recreation and Socioeconomics Work Group at their regularly scheduled meeting on January 25, 2001. That Task Force was comprised of about 20 individuals representing various interests, including both agencies and locals. The task force first met on February 2, 2001, and met regularly until their last meeting on September 21, 2001. These meetings lasted between three and four hours.

Contained in this report are several products produced by the Interim Recreation Projects Task Force and Consultants during their efforts to develop the Interim Projects List. The titles and brief descriptions of sections are as follows.

- **Recommended Interim Recreation Interim Projects List**

The prioritized list of potential interim projects.

- **Interim Recreation Projects Detail**

As much detailed information as we could develop for each of the proposed interim projects, including: project description and the proposed project purpose.

- **Potential Phase II Interim Projects**

Interim projects that could be considered for early implementation, following completion of first year recreation studies.

- **Potential Projects to be addressed in Other Work Groups**

Those potential interim projects that might be more appropriately addressed under the relicensing process by other Work Groups.

- **Evaluation and Approval Process for Oroville Facilities Interim Relicensing Recreation Enhancements (Attachment A, 3 pgs)**

Established the procedures that guided the Interim Task Force in their selection of interim projects, and the anticipated process for submitting the list to DWR.

- **Oroville Facilities Interim Relicensing Recreation Enhancements: Potential Evaluation Criteria** (Attachment B, 2 pgs)

Established the criteria that would guide the evaluation process of individual items for the selection of the potential interim projects.

Interim Projects Screening Matrix Criteria (Attachment C, 2 pgs)

The criteria that were used in ranking the interim projects.

Several other intermediary lists and tables were used by the Task Force as working drafts to review and narrow down the potential candidates for the Interim Projects List. The subsequent list of 23 recommended interim recreation projects was culled from a lengthy list of proposed projects mentioned at various stakeholder meetings, or specifically submitted to the Interim Recreation Projects Task Force.

The Interim Recreation Projects Task Force last met (September 21, 2001) to prioritize and finalize the interim recreation projects list. Participants assigned scores to potential interim projects based on various resource, recreation, and other relevant criteria (see attachment C, Screening Matrix Criteria). Individual's scores were totaled and averaged among participants, resulting in a collective score for each potential interim project. These projects were then rank ordered by their score. Cost/benefit considerations were not factored into the ranking. In the interim projects detail, ranked scores for each project are given in parentheses, following the project title. Based on the scoring methodology and resultant ranking, the Task Force prioritized the potential interim projects into "A" and "B" groups.

The Interim Task Force realized that more information may be required to fully detail and describe these Interim Projects before implementation could take place. This additional information could include greater environmental review, more detailed project descriptions, and more exact costing. It should be noted that two projects in Group A,

“Winterize Floating Campsites”, and “Boater Safety Training”, were identified by Task Force members as projects that need additional information to determine both priority and implementation feasibility. These projects should remain in Group A, pending development of further information.

On October 25, 2001 the Recreation and Socioeconomics Work Group was presented the findings and recommendations from the Interim Recreation Projects Task Force as presented in this document. At that meeting the Work Group achieved consensus on this Interim Recreation Project List, and is recommending this list to the Plenary Group for approval and submittal to DWR.

Recommended Interim Recreation Projects List

Group A

- 1. Promote Existing Recreation Facilities**
- 2. Restroom Upgrades**
- 3. Loafer Creek Equestrian Camp Improvement**
- 4. Group Staging Areas**
- 5. Height Adjustable Swim Dock**
- 6. Winterize Floating Campsites**
- 7. Develop a Demonstration Parallel Mountain Bike Trail**
- 8. Vehicle Access at Lakeland Boulevard**
- 9. Bidwell Exhibit**
- 10. Boating Safety Training**
- 11. Tournament Waterski Site**
- 12. Improve Day Use Parks**
- 13. Saddle Dam Improvements**
- 14. Investigate Funding Sources for Recreation Development**

Group B

15. Lake Oroville Overlook Improvements 1

16. Lake Oroville Overlook Improvements 2

17. Fish Hatchery Landscaping

18. Shooting Range

19. Warning System for Water Releases

20. Re-seed Oroville Dam and Reservoir Rim

21. Upgrade Roads to Facilities (specific)

22. Model Airplane Site Improvement

23. Seaplane Base

Recreation And Socioeconomics Work Group and Interim Projects Task Force Recommendations

Interim Recreation Projects Detail

Group A

1. PROMOTE EXISTING FACILITIES (59.8)

Project description

Market and promote the existing facilities at LOSRA, including the RV parking lot and the Forebays. The two main components of this project are as follows. First, continue with, and increase, funding for the Oroville Chamber of Commerce to promote the LOSRA facilities and recreation opportunities.

The second aspect of this project is to increase the road signs on the major highways and in the City of Oroville directing people to the LOSRA facilities. Specifically, target travelers on Highways 5, 99, and 70 in both directions with signs directing them to LOSRA. Currently visitors meet existing directional signs when they are near the LOSRA resource area. The intent of the sign component for this project is to attract visitors traveling the highways who are unaware of the LOSRA resource area.

In the City of Oroville, signs directing visitors to specific LOSRA sites could be improved. For example, several of the car-top boat launch ramps are unmarked from the main highways (70 and 162). Directional signs for these sites are not posted until one is off the main highways and adjacent to the site. This could be improved.

Proposed project purpose

Taxpayers are spending a lot of money to develop and maintain the LOSRA. If more visitors could be attracted to the LOSRA, Butte County would realize more local business that would be good for county residents.

This would be a simple and economical way for DWR to increase tourism and help Butte County residents. The need for more tourism has been established and articulated by area residents. The LOSRA resource area could host more visitor days at certain sites. The resource could handle the increased impact and the county could use the tourism.

This project would benefit multiple groups and individuals and would be realized year round.

2. UPGRADE PORTABLE RESTROOMS (58.6)

Project description

Upgrade portable restrooms throughout the entire project area. There are portable restrooms at car-top boat launch ramps, boat-in campgrounds, the Oroville Wildlife Area, the Clay Pit Shooting Range, the Model Aircraft facility, to name a few sites. The upgrade of choice is the pre-fabricated concrete vault toilet. These units are American Disability Act (ADA) compliant. If installed correctly, future accessibility issues would be addressed. Every agency would have to determine where there are portable toilets and a tally would be completed.

Proposed project purpose

Health and safety is of concern because the portable toilets do not get cleaned or serviced as often as needed. This leads to poor visitor satisfaction with facilities and the agencies.

The concrete vault toilets may be a better long-term investment for DWR and DPR. Maintenance may be more economical with vault toilets than for portable units due to the fact that they need less pumping and they may be easier to clean.

The benefit of this upgrade would be realized year round for visitors to LOSRA.

3. LOAFER CREEK EQUESTRIAN CAMP IMPROVEMENTS (57.4)

Project description

There are four components for this site's improvements. The access road at the camp would be overlayed. Paving would occur from where the Equestrian Camp access road begins and would end 100 feet from the equestrian campground loop road. This would allow horses to walk from the camp to the equestrian trail near the camp without being on pavement. The campground loop road would remain unpaved as well.

Second, there are 10 feeder boxes that need removal and replacing. The DPR needs to reach agreement with equestrian users as to the best approach for modifying the current design that endangers horses.

Third, ten pipe corrals are needed and would be installed throughout the camp.

Finally, one round pen needs to be constructed, approximately 50 feet in diameter.

Proposed project purpose

The DPR proposed paving the access road to the equestrian camp, presumably for ease of use, decreasing dust, and reducing annual maintenance to the current unpaved road.

The feeder boxes are of poor design and endanger horses. Horses can become tangled when tied to the feeder boxes.

The corrals allow the horses to be turned loose at night, which is healthier for the horse than being tied. Corraling is also safer and easier for securing horses for the short-term.

Certain horses behave better on public trails after they have been warmed up in a round pen before a ride. The round pen would allow the horses to be warmed up prior to riding, increasing rider safety, public safety, and reducing stress and harm to a horse.

4. GROUP STAGING AREA (57.4)

Project description

This new project would establish a large group staging area and event facility that could be used for competitive bicycle events. The main components for this interim project are:

- Securing the Thompson Flat property as a staging area.
- Grade and gravel a portion of the area large enough for parking 1,000 vehicles.
- Signing the entrance and exit for vehicle traffic.
- Gravel a drive from the staging area to Cherokee Road.
- Developing a spur trail from the staging area to the existing bicycle trail.

In the future (not proposed for this interim project) the same area could be used for parking that would accommodate a rodeo facility. The staging area should be oriented in such a way that future facility development (potable water, restrooms, rodeo arena, et cetera) would fit well along the staging area.

Proposed project purpose

The DWR already owns the property. The property would not have to be acquired.

Thompson Flat is adjacent to the existing bicycle trail therefore the spur trail connecting link would not be a physical routing problem. It would be a matter of developing a narrow gravel path from the staging area to the existing bicycle trail.

This interim project would, in the future, allow multiple user groups to stage events from the same site and tourism could increase with several annual events staged here.

The staging area could be used year round and user groups, aside from cyclists and equestrians, could use the staging area to access the river for day use, swimming, and fishing.

5. ADJUSTABLE HEIGHT SWIMMING DOCK (56.8)

Project description

This new project would involve constructing a height-adjustable swim dock at Loafer Creek. The dock would be installed to allow users to reach the water when the lake level is low. The facility would have permanent, fixed piers that allow an attached floating dock to rise and lower according to lake level. It would be 12-feet wide with a 30-foot square interior (in the shape of a square doughnut). There would be a four-foot wide catwalk that allowed access to the dock from the shoreline (of undetermined length).

The potential site is the mid-way point in Loafer Creek swim area.

Proposed project purpose

Currently, there is no designated area where swimming can occur when the lake level is low. Many of the swimming access points around Lake Oroville are difficult to reach.

People with accessibility challenges could more easily access this facility than existing swimming areas.

This project would reduce resident and visitor dissatisfaction with low lake levels and management practices during warm months when swimming is desired.

6. WINTERIZE FLOATING CAMPSITES (56.4)

Project description

This project will require some more detailed information that could affect the priority or design of this project for it to move forward. It involves converting floating campsites for winter use. It should be noted that DPR opposes the use of these sites during winter months, when they are currently unused, because maintenance is scheduled during this time.

Proposed project purpose

Project proponents assume that if the sites are designed to host winter use, more use will occur during that season.

7. DEMONSTRATION PARALLEL MOUNTAIN BIKE TRAIL (56.3)

Project description

This new project proposes the development of a seven to nine-mile mountain bike trail, parallel to the Dan Beebe Trail, for off-road mountain bicyclists. This would create a single-track trail system for the off-road cyclists, which does not exist to date. It would create a trail consistent with the rugged terrain, requiring a different riding style than the existing bicycle trail offers.

Proposed project purpose

Offering this type of trail is important to the sport of mountain biking in the Oroville area. This plan would create a demonstration course that could stage world-class races and bring tourism to the Oroville area.

The existing bicycle trail offers no single-track trail sections aside from the short section near the north end of the Dam Spillway.

Cyclists desire variety, some want flat terrain, and some want steep terrain. More cyclists would probably use the trail system if it offered more variety.

More people would probably come to the area if the trail system offered more variety. More tourism would be good for local businesses.

The new section could host hikers as well as cyclists, providing more multi-use recreation year round.

8. LAKELAND BOULEVARD VEHICLE ACCESS (55.7)

Project description

This new project would provide public vehicle access from Lakeland Boulevard to the old railroad grade area adjacent to the south side of the Diversion Dam pool for day use. The goal of this proposal is to have day use of the lower area that is currently inaccessible. At the upper area, where day use currently occurs, the following improvements are proposed:

- A restroom.
- Picnic tables.
- Metal hitching posts.
- Potable water.
- Plant native shade trees.

Up for discussion is whether the restroom should be placed in the upper lot or down in the lower lot where it would be easier to use, but where flooding has occurred.

The surface of the lower area access road would be unpaved for the benefit of equestrian use.

In the future (not part of this interim project proposal) future improvements to the same area could be considered.

Proposed project purpose

It would allow better access to the Diversion Dam pool by pedestrians, equestrians, and mountain bikers. Accessibility challenged people would have an easier time accessing this section of the river than is currently offered elsewhere. Also, people desiring to access the pool to swim and fish would have an easier time.

It would afford a safer and more aesthetically pleasing section of the pool to be accessed than can be gained from the Burma Road side of the pool. By designating the area for day use only, policing the area at night wouldn't be a burden for local agencies.

9. BIDWELL EXHIBIT (55.7)

Project description

This new project consists of developing interpretive exhibits that describe the history of the Bidwell Bar Bridge. Thousands of visitors come to Bidwell Canyon each year primarily to enjoy water sports activities. Visitors that do not participate in water sports would be enticed to the area to enjoy Wyck Island and the Bidwell Bar Bridge by a quality interpretive facility inside the existing Bidwell Toll House.

Proposed project purpose

The project could increase tourism and visitor satisfaction. This project would increase the variety of activities associated with LOSRA and specifically the Bidwell recreation area.

10. BOATING SAFETY TRAINING (54.9)

Project description

This effort would improve both existing services offered and equipment by the Butte Sailing Club (BSC) at North Thermalito Forebay. This project would provide safety training on the proper operation of boats as well as secure funds for the purchase of new

sailing equipment. These services and equipment could be used at both Lake Oroville and the North Forebay.

The following components make up this project:

- Increase the Number of Boats Available;
- Increase FRRPD Funding for Additional Programs;
- Improve Boat Storage Facilities at the Aquatic Center;
- Improve Existing BSC Rescue and Support Craft;
- Improve Aquatic Center Compound; and
- Improve Instruction Programs.

Proposed project purpose

The Club's equipment needs to be improved and existing equipment requires maintenance. The continued use of the equipment is a safety concern; people are at greater risk of harm when using equipment needing maintenance or repair.

If storage facilities are acquired, boats could be stored in an appropriate manner reducing damage and reducing the risk of undesirable incidents.

Additional trained instructors would permit running larger and more frequent programs. More programs could reduce boating incidents and improve user satisfaction.

11. TOURNAMENT WATERSKI SITE (54.0)

Project description

This new project would develop facilities at the Afterbay to support waterskiing events. The components associated with this project include:

- Grandstands for viewing events.
- Restrooms for skiers and observers.
- Tournament water ski site (fixed ramp for jumping, et cetera).
- Restroom upgrade.

Proposed project purpose

A designated site for recreational and tournament waterskiing would increase safety for the waterskiers as well as other people on the Afterbay.

By concentrating waterskiing activity to a designated area, use conflicts could decrease at the Afterbay.

By having a designated waterskiing site at the Afterbay, skiers who use other water bodies at LOSRA may choose to ski at this site. This could reduce user conflicts at other sites within LOSRA.

Developing a tournament site could allow LOSRA and the Oroville area to host events that attract tourism. Tourism would be good for area residents.

12. IMPROVE DAY USE PARKS (53.4)

Project description

This new project would improve day use parks. Specifically, the “old” Hammon Park could be improved. The other side of the river may be appropriate for development as well. If “old” Hammon Park and the opposite side of the river were improved, a natural trail link would be to open the Diversion Dam to trail use to create a loop trail

Water lines on the eastside of the river between the Fish Barrier Dam and the Diversion Dam need to be installed to irrigate plantings to improve that potential day use area. It has been suggested that a line could be plumbed from the Diversion Dam down to the site. This is also described in the interim project # 36 LANDSCAPING.

Restroom improvements are needed at the “old” Hammond Park. This would be especially crucial to the success of the loop trail concept. Loop trail users would need a restroom somewhere along the loop.

The “old” Hammon Park would need new picnic tables. The park would also need to have vegetation reduced to make it useable. This could be done by hand crews or burning.

Proposed project purpose

It is probable that many area residents would use this loop trail as well as the refurbished “old” Hammon Park. This is another DWR project that could go a long way as a goodwill effort for the area residents. The users would benefit from an improvement in LOSRA’s aesthetic quality and activity options.

This project would be used by a lot of people throughout the year. It could benefit many user types such as equestrian, pedestrian, cyclists, and elderly residents, and others.

13. SADDLE DAM IMPROVEMENTS (52.5)

Project description

This project upgrade would improve the existing Saddle Dam equestrian parking area. There are several components needed for this upgrade including:

- A restroom.
- Watering trough for horses.
- Picnic tables.
- Metal hitching posts.
- Planting native shade trees on the perimeter.

The parking area could also be enlarged to accommodate more vehicles during peak-use holidays and equestrian events. For the health of horses, it is important that the parking areas remain unpaved.

Proposed project purpose

This improved area would attract a variety of residents and visitors year round. Hikers, swimmers, anglers, cyclists, and equestrians would have better access to Lake Oroville and the equestrian trail system.

During peak use times, the site could host hundreds of users and possibly 50-100 vehicles. This area is adjacent to the Kelly Ridge residences and presumably more residents would use the site if improved.

14. INVESTIGATE FUNDING SOURCES FOR RECREATION DEVELOPMENT (52.3)

Project description

This interim project would look at future and reliable funding sources for recreational development and opportunities at the Oroville Facilities. The funding for this project is designated to pay the salary of one Funding Coordinator, presumably for one year. Therefore, the interim project appears to be the acquisition of one year's salary and benefits for a Funding Coordinator.

Proposed project purpose

To attempt to retain as much funding as possible for developing recreation opportunities that would be supported by the Oroville Facilities. Local residents believe that more could be done in the way of allocating greater expenditures on needed recreational development in the area.

Group B

15. LAKE OROVILLE OVERLOOK IMPROVEMENTS #1 (51.8)

Project description

This new project is intended to improve the scenic quality of Lake Oroville from the Oro/Quincy Highway (162). There are several components to this project that include:

- Remove old cyclone fence and concrete freeway dividers along Highway 162 north of and adjacent to the Bidwell Bar Suspension Bridge.
- Install fence (approximately 130 feet long) built according to DWR and/or Caltrans specifications.
- Install interpretive sign with map and information about Lake Oroville.
- Provide a permanent trash container.

These improvements would be located at the existing paved turnout and would enable the visitor to view or photograph Lake Oroville vistas and the suspension bridge without interference from the existing fence and freeway dividers.

Proposed project purpose

Scenic vistas of Lake Oroville could be improved. Improving vistas could increase tourism and visitor satisfaction. Tourist satisfaction would be good for the local economy.

16. LAKE OROVILLE OVERLOOK IMPROVEMENTS #2 (51.7)

Project description

This new project is intended to improve the scenic quality of Lake Oroville from the Oro/Quincy Highway (162). There are several components to this project that include:

- Remove earth hill on the lake side of Highway 162, north of Simpson Ranch Road, between the Bidwell Bar Bridge and the Canyon Creek Bridge.
- Construct paved parking areas.

Proposed project purpose

Scenic vistas of Lake Oroville could be improved. Improving vistas could increase tourism and visitor satisfaction. Tourist satisfaction would be good for the local economy.

17. FISH HATCHERY LANDSCAPING (51.7)

Project description

Replace landscaping at the Feather River Fish Hatchery and adjacent areas with native plants. This new project would involve native plant landscaping and restoration of native plant communities in several areas of LOSRA.

The land between the state fish hatchery and the river is barren. It appears that the area is still raw from when the fish hatchery was constructed and it looks unfinished. Planting would soften this effect.

Proposed project purpose

Native planting would improve this heavily visited site, increasing visitor satisfaction by improving the area's aesthetics. Residents and tourists heavily visit some of the areas mentioned above. Softening the unplanted look of several of the facilities throughout the project would improve visitor satisfaction.

Native vegetation would also increase the use of the area by wildlife. Increased wildlife would increase visitor satisfaction. Tourists like to view wildlife in natural areas. Many user groups throughout the year would realize the benefits from improved plantings.

18. SHOOTING RANGE (51.0)

Project description

This project would be an upgrade to an existing facility. The Larkin shooting range is owned and maintained by the state off Larkin Road south of the Oroville Airport. The site is at the bottom of the Clay Pit area, where earth was acquired for the Lake Oroville Dam construction. The DFG and DWR have maintained the site to date.

The proposed project is to enhance the parking area condition, accessibility, drainage, and improve target hanging brackets, and safety backdrop. The parking area needs to be elevated so vehicles are not parking in standing water. This would require bringing in earth, spreading it, surfacing it (probably with gravel) and grading the area.

The pedestrian path from the shooting area to the targets needs to be elevated to prevent target shooters from walking through standing water. This would be the same exercise as is needed in the parking area, but on a smaller scale.

The brackets that hold up the targets will have to be improved. Currently, objects (such as refrigerators) are placed in an open area and used as targets. The improved area will

facilitate only paper targets. It will be safer because the likelihood of ricochets off metal objects will be decreased as paper targets are used.

The safety backdrop needs to be improved by raising the height and length. This would require bringing in earth and having a bulldozer shape the structure.

Proposed project purpose

Current target shooting activity is unsafe; paper targets need to replace the non-paper objects that are being shot. The trash that accumulates is unsanitary and expensive to remove on an annual basis. The target backdrop is inadequate for optimum safety.

All types of firearms are used at the site. At peak use, the shooting range hosts approximately 1,000 people, such as on Jackpot Days events. The site hosts activity from the local Sheriff's Department as well as from the National Guard. Activities occur all year long.

19. WARNING SYSTEM (50.3)

Project description

This new project would require installing a siren system at Lake Oroville Dam to warn people below the dam that flood or accidental releases are about to occur. This will allow people down in the river area below the Dam to take to higher ground before the release occurs.

Electricity would need to be routed to the location of the warning siren and the installation of the siren would need to occur. Maintenance would require annual testing and repairs as needed. Currently there is a siren system at the Diversion Dam. This proposed warning system would be constructed, used, and maintained in a similar manner as the system at the Diversion Dam.

Proposed project purpose

The FERC is concerned with public safety and currently when flood or accidental releases occur, there is no way to warn people below the Dam of the event. There is the potential to prevent an accident. The Oroville Fire Department proposed this project after rescuing an elderly angler from the Low Flow Channel after an accidental release.

20. RE-SEED LAKE OROVILLE DAM (50.0)

Project description

Using aircraft (a crop-duster plane), a sprayed application of California poppy seeds and fertilizer would be laid on the entire Dam face. The result would be colorful, maintenance-free vegetation improving the aesthetic quality of the Dam face.

Seeding the Dam face was attempted in the past and apparently didn't take due to the fact that the soil was too rocky and couldn't support plants. Since then, enough soil has accumulated through mechanical and chemical weathering (rock breaking down) and wind-deposited material accumulation, that the soil now supports non-native grass. It is likely that California poppies would grow if planted at the right time of the year to get a good start (adequate ground moisture).

Proposed project purpose

It would improve the aesthetic quality of the Dam face, be maintenance free, and the cost would be minimal. Lake Oroville and its surroundings are associated with gold. Fields of California poppies give a golden appearance, so the theme is appropriate for the Oroville area and could assist as a visual attraction for tourism, supporting the gold theme of the area.

21. UPGRADE ROADS TO FACILITIES (49.6)

Project description

Upgrade roads to facilities within project boundaries, including paving the entrance to the Loafer Creek Equestrian Campground.

[**Note:** the road improvements to the Equestrian Campground are described in "#3 LOAFER CREEK EQUESTRIAN CAMP IMPROVEMENTS."]

Several of the roads within and leading to the LOSRA have pavement in poor condition. Some of the roads may be too narrow for the current use level. Some of the area roads can absorb peak use levels without being unsafe or unreasonably difficult to navigate, but others cannot.

It has been mentioned that some of the roads in question are managed by agencies not associated with LOSRA. This factor may eliminate some of the roads as candidates for upgrading as part of the interim project process.

Project justification

Provide more inviting access to the LOSRA sites and provide safer access for area residents and tourists traveling on area roads. Better roads throughout the LOSRA resource area and roads leading to it would improve user satisfaction.

22. MODEL AIRPLANE SITE IMPROVEMENTS (48.9)

Project description

This project is considered an upgrade to the existing facility. Two aircraft runways would be paved over the existing aircraft runway. One of them would be 50 feet wide by 350 feet long, running east to west. The other would be 50 feet wide and 400 feet long, running north to south and crossing the other. This would result in a “cross” of the two runways. At the intersection of the two runways, there would be a 120-foot diameter circle, also paved.

There would be two concrete pads created, one 8 feet by 20 feet for a veranda shade structure, and one 3 feet by 4 feet for the existing portable toilet. A veranda would be installed. Two concrete picnic tables would need to be supplied. A state-approved entrance sign would need to be installed. An informational kiosk would need to be installed.

Proposed project purpose

The surface of the existing aircraft runway is inadequate for the takeoff and landing of model aircraft. The surface is substandard and loose gravel gets thrown into the air by prop currents and landing gear during takeoff and landing. A better surface would prevent aircraft damage and would allow use of the site during sunny days in the winter when the surrounding ground is wet and unsuitable for aircraft activity. The previous surfacing of the runway was a coat of thinned topcoat, or chip seal, and didn't hold up and has now failed as an adequate runway surface.

The portable toilet is leaning and is uncomfortable to use. A level pad would decrease the discomfort of using the portable toilet.

Development of a 30 yard by 100-yard parking lot would be helpful for peak use events, such as flying tournaments. There is an appropriate area, but development would need to occur.

The project would increase the use of the existing facilities. Currently, peak use is approximately 100 people during events. Potentially, the project would be used year round, weather permitting. Boaters from the Low Flow section of the waterway use the picnic area as well. Installation of a veranda and improved toilet facilities would benefit boaters and picnickers as well as the model aircraft enthusiasts.

23. SEAPLANE BASE (44.6)

Project description

Develop a new seaplane base at the North Thermalito Afterbay for public use. The seaplane base would be used for local seaplane owners as a place to moor their vehicles and take off and land. Also, visiting and local aircraft could fuel at this location.

A docking area would have to be constructed to dock aircraft in order to access the land and fuel the aircraft. An area would also have to be constructed to service the aircraft, presumably a dock where maintenance or repairs would occur while not interfering with other aircraft boarding or disembarking.

A fueling pump or area for a fuel truck from the local airport to access aircraft would have to be developed. Mooring buoys would have to be anchored for aircraft storage.

There will need to be improvements to an existing area for vehicle parking. An area approximately 50 yards by 100 yards would be adequate for vehicle parking.

A spur road from the proposed facility to Wilbur Road would have to be constructed.

Proposed project purpose

There is no other site between San Francisco and Portland to fuel seaplane aircraft. The LOSRA site can safely support the facility. Use would be low, thus emissions, noise, and visual impacts may be minimal, though this would need to be reviewed.

The facilities could be used in conjunction with CDF fire fighting efforts in the area. Seaplanes, and potentially helicopters landing in an adjacent parking area, could use the area for staging during fire fighting incidents as a place to access the aircraft with land vehicles. This would allow service vehicles to access the seaplanes in the same location the aircraft requires for take off and landing.

Use of the facilities could occur year round, potentially bringing in business and recreation users throughout the year. A small, specific user group would utilize it, thus some of the burden for construction and maintenance may have to be placed on the users. At peak use periods, such as holidays or during local aircraft festivals, use may reach four aircraft at one time.

Special Recreation Project

Feather River Enhancement Project (63.0) - This project at Riverbend Park is being proposed as a special recreation project. When the scoring methodology was applied to this project, it scored higher than any on the interim projects list. Much detailed information is contained about this project in other documents and drawings. Briefly, this project would include the following integrated components.

- River Bend Park bicycle trail improvements;
- Re-vegetation/Irrigation;
- Day use facilities (picnic/group facilities);
- Parking facilities;
- Public restrooms;
- Re-contouring/restoration/re-vegetation:
- Temporary visitor facility and allied infrastructure;
- Utilities to the site; and
- Security and Maintenance

Potential Phase II Interim Projects (post first year study implementation)

The Task Force also identified projects that would clearly benefit from information collected during the first year studies to be conducted as part of the relicensing process. These interim projects would be considered for early implementation following completion of the first year recreation studies. The Task Force decided that it could not fully endorse these projects with existing data limitations. These projects would require more data to support recommendation, and that this data is expected from the first year relicensing recreation studies. Ranked scores for each project are given in parentheses, following the project title.

1. **Investigate Reservation System (57.0)** - Investigate potential for local reservation system for camping facilities at LOSRA
2. **Shoreline cleanup (55.4)** - Clean up shoreline, particularly adjacent to camping and public access areas.
3. **Wildlife tech/warden (55.1)** - Fund and fill two Fish and Wildlife Technician positions for habitat enhancement and one Warden position for wildlife protection. All three positions would be permanent to Oroville Wildlife Area. Also, provide the necessary equipment for these employees to do their jobs.
4. **Additional Rangers (53.0)** - Fund and fill two new ranger positions at LOSRA.
5. **Camping at the Oroville Wildlife Area (52.6)** – Improve the camping conditions at the Oroville State Wildlife Area. *Note, CDF&G stated strong opposition to camping being considered an appropriate use in the State Wildlife Areas.*
6. **LOSRA security (51.2)** – Evaluate the status of LOSRA security.
7. **Widening Road Along Greenline (49.9)** – Widen the road along “greenline,” the bike path along the road to the Dam. Most areas would require only enhancement of existing shoulders.

Potential Projects to be Addressed in Other Work Groups

The Task Force agreed that several proposed interim projects would be more appropriately addressed under the relicensing process by other Work Groups such as the Land Use, Land Management and Aesthetics Work Group or the Environmental Work Group. The Task Force acknowledged the potential for time sensitive issues associated with land acquisition projects (items 1, 2, and 4). Therefore, we recommend that the DWR Resource Area Manager (RAM) for the identified Work Groups coordinate with the Recreation and Socioeconomics Work Group RAM to assure that the recreational interests of these potential projects are incorporated into the process. Ranked scores for each project are given in parentheses, following the project title.

1. **Investigation and Acquisition of Property AP#033010042 (52.8)** - Investigate and acquire 83.14 acres (AP#033010042), which is held by private ownership at present, and is currently offered for sale. The property is located alongside the Lakeland Blvd overlook parking area, adjacent to the Feather River and going west towards the Nature Center. (Land Use, Land Mgt., and Aesthetics Work Group)
2. **PG&E Land Acquisition (51.3)** - Purchase property from PG&E for the purpose of increasing recreational opportunities at LOSRA. *Note, DWR and DPR are currently pursuing this action.* (Land Use, Land Mgt., and Aesthetics)
3. **Screen Dump Areas and Boneyards (50.0)** - Screen dump areas and boneyards between the Spillway and the Dam, used by DWR. (Land Use, Land Mgt., and Aesthetics)
4. **Campbell Hills Property Acquisition (46.4)** - Continue existing uses such as hang-gliding, kite flying, paragliding at area bordering Thermalito Forebay Recreational Area. (Land Use, Land Mgt., and Aesthetics)
5. **Remove non-natives (50.8)** - Create work team or hire CCC to remove invasive, non-native plants from State Water Project and DWR areas. (Environmental Work Group)
6. **Landscaping (49.9)** - Native plant landscaping and restoration of native plant communities. The potential sites are DPR Headquarters, DWR field office, Kelly Ridge Visitor Center, all other existing and proposed facilities. (Environmental Work Group)
7. **Remove Railroad Trestle and Other Debris from River (49.9)** - Remove concrete left over from dam and bridge construction. Maintain remnants of historic three-span wooden bridge during removal activities. (Land Use, Land Mgt., and Aesthetics and Environmental Work Group)

8. **Reduce fuel loads (46.4)** – Dangerous accumulations of fuel loads exist in areas along the Feather River, particularly below Oroville Dam on the South side of the Feather River through the Long Bar area. Work with GOAFSC and PG&E on plans to reduce loading throughout the area. (Land Use, Land Mgt., and Aesthetics)

Revised DRAFT

Evaluation and Approval Process

for

Oroville Facilities Interim Relicensing Recreation Enhancements

Attachment A

Revised DRAFT

Evaluation and Approval Process for Oroville Facilities Interim Relicensing Recreation Enhancements

The following is a proposed process to evaluate the merits and selection of proposed interim recreation enhancements for the Oroville Facilities. These recreation enhancements would eventually be part of a new recreation plan that will be submitted by the Department of Water Resources (DWR) to the Federal Energy Regulatory Commission (FERC) as part of its application to relicense the Oroville Facilities. However, the intent is to implement these enhancements prior to submittal of that application.

- **Establish a Task Force**

The Recreation and Socioeconomics Work Group would select a subset of members to represent the larger Work Group in undertaking this particular task. The task force membership would strive to represent the varied interests of the work group while allowing the group to be of a manageable size. A neutral facilitator would facilitate this Task Force. Consultant and DWR staff would be available to assist the Task Force with this process, particularly with any research, or technical expertise required. The Task Force would initially develop a mission statement to guide their efforts.

- **Develop Interim Recreation Enhancement Candidate List**

It would be the responsibility of the Task Force to develop a list of potential interim recreation enhancements. However, the Task Force would elicit this list from the varied interests of the Recreation Work Group. The Work Group would strive to have this list include those recreation enhancements that would be most appropriately implemented prior to submittal of the license application.

Clarify and Describe List Items

To fully evaluate the list, each candidate item would be more fully developed to describe the details of that item. Each item would have such factors as scope of the project, locations(s), intent, size, and any other associated factors that would enable the Task Force to understand what is being proposed. The goal would be to define each potential enhancement in enough detail so that it is clear and unambiguous to the members of the Task Force.

Develop Preliminary Evaluation Criteria

DWR would assist the Task Force in developing preliminary criteria to evaluate the merits of implementing each potential enhancement during this interim relicensing phase. It would be unfortunate if an interim enhancement measure ultimately conflicted with the final recreation plan, adversely impacted the public welfare or the natural environment, or jeopardized any of the goals of the other relicensing Work Groups. This step would focus on establishing a set of criteria that minimized these possibilities. We also foresee the criteria including the avoidance of projects that would have regulatory requirements, such as FERC approval and environmental permitting and documentation that could make short-term implementation difficult, as well as cost of implementing the enhancement.

Evaluate, Categorize and Prioritize Interim List

The Task Force would then measure each of the proposed recreation enhancements against the set of established criteria. It is emphasized that at this point the Task Force is evaluating these items against the established interim criteria. Recreation enhancements that do not meet these criteria would not be precluded from being evaluated during the relicensing process, and could ultimately be a part of the Final Recreation Plan. Those recreation enhancements that meet the interim criteria would be ranked ordered, and a brief justification statement prepared for each item.

Work Group Consensus

The recommended, prioritized list of recreation enhancements would be presented to the Recreation and Socioeconomics Work Group for their consensus. The evaluation process and justification for each item on this list would be presented to the group. The Work Group could instruct the Task Force to reconvene and modify their list, based on the discussions of the Work Group. The Task Force would comply with the Work Group recommendations, and subsequently resubmit and present their revised findings to the Work Group.

Plenary Group Consensus

This list of recreation enhancements, approved by the Recreation and Socioeconomics Work Group would then be presented to the Plenary Group for their consensus. Again, the evaluation process and justification for each item on this list would be presented to the group. If consensus is not achieved in this forum the Plenary Group would instruct the Work Group and Task Force how to proceed.

Submittal to DWR

The list of interim recreation enhancements, approved by the Plenary Group, would be submitted to DWR, and other agencies, as appropriate. DWR may contact the Plenary Group, Work Group, or Task Force for discussion or clarification. Aside from any legal, safety, or engineering or funding feasibility constraints, DWR and other appropriate agencies would implement the recommended interim recreation enhancements.

Revised DRAFT

Oroville Facilities Interim Relicensing Recreation Enhancements

Potential Evaluation Criteria

Attachment B

Revised DRAFT

Oroville Facilities Interim Relicensing Recreation Enhancements

Potential Evaluation Criteria

Interim Projects Task Force: February 2, 2001

Regulatory

- Consistent with the Goals and Purpose of the Oroville Facilities
- Consistent with Existing Recreation and Land Use Plans
- Low Likelihood of Conflicting with the New Recreation Plan
- Low Likelihood of Conflicting with the Existing FERC License Order
- Located within the Project Boundary, or Has a Nexus with the Project
- Low Likelihood of Requiring Lengthy or Costly Regulatory Requirements
- Complies with Local, State, and Federal Mandates, Policies and Regulations

Environmental

- Low Likelihood of Conflicting with Known Environmental Concerns
- Low Likelihood of Causing or Contributing to Unforeseen Environmental Concerns or Degradation
- Operational/Safety
- Low Likelihood of Interfering with Current and Likely Future Project Operations
- Does Not Create or Exacerbate Any Safety Hazards

Human/Social

- Promotes Recreation/Tourism/Economic Development
- Low Likelihood of Conflicting with Existing or Potential Economic Ventures
- Does not Create any adverse Effect on Local Residents or Business Owners

- Low Likelihood of Causing a Significant Conflict with or Adverse Impact to Local Services
- Sensitive to Cultural and other Historical Concerns

Recreation

- Promotes Recreational Use of the Oroville Facilities or Other Areas that have a Nexus with the Project
- Appears to be Supported by Current Recreation Use, Trends, or Future Demand
- Low Likelihood of Causing any Adverse Effect on Existing Recreation Facilities and Opportunities
- Does not Preclude Flexibility for Future Recreation Enhancements
- Low Likelihood of Causing or Exacerbating any Conflicts Among Recreation User Groups

Feasibility

- Construction Feasibility
- Construction, Operation, and Maintenance Cost Feasibility
- High Ratio of Benefits to Costs
- Short-Term Implementation (prior to license expiration)
- Potential for Multi-Source Funding

Revised DRAFT

Interim Projects Screening Matrix Criteria

Attachment C

Revised DRAFT

Interim Projects Screening Matrix Criteria

A technical sub-group of the Interim Recreation Projects Task Force, was tasked with reviewing and revising an appropriate set of criteria and then developing a matrix to evaluate the proposed Interim Projects. The sub-group was directed to use their recreation planning expertise and develop a set of criteria and a ranking system matrix so that the Interim Recreation Projects Task Force could develop a package of projects for recommendation to the Recreation and Socioeconomics Work Group and ultimate recommendation to the Plenary Group for approval and submittal to DWR.

The following criteria were used in ranking the interim projects.

Resource Related

- 1) vital need vs. incidental benefit
- 2) scale of project
- 3) appropriate to sustain resource/habitat value

Recreation Related

- 4) resource related vs. human-made recreation area.
- 5) promotes new visitors
- 6) services existing visitors
- 7) local use
- 8) encourages greater use of existing facilities
- 9) enhances overall recreation
- 10) high recreation/economic value vs. low recreation/economic value

Economic Development

- 11) beneficial to local economy

Partnering

- 12) higher opportunity for multi-agency and/or private investment

Permitting and Documentation

- 13) fewer agreements & permits; interagency support

Community Support

- 14) Community/user group support

Land

- 15) Easier land acquisition and/or easement acquisition.

Time

- 16) minimizes time to construct and/or begin activity

Operations and Maintenance

- 17) one-time capital outlay vs. ongoing costs